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<b>INFORMATION REPORT</b>		This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U. S. C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.	
PREPARED AND DISSEMINATED BY <b>CENTRAL INTELLIGENCE AGENCY</b>			
COUNTRY <b>USSR</b>			
SUBJECT <b>Road Data - Ternopol, Bachach, Chortkov, Zbarazh &amp; Vicinity</b>		DATE DISTRIBUTED <b>18 Feb 1957</b>	
		NO. OF PAGES <b>2</b>	
		SUPPLEMENT TO REPORT	
25X1			
THIS IS UNEVALUATED INFORMATION			
<ol style="list-style-type: none"> <li>1. A hard-surfaced, all-weather road (No 924 on legend) ran from Ternopol (Ternopol) west northwest to Lvov (Lvov) via Zlochev (Zolochov). This same type of a hard-surfaced, all-weather road (No 924 on legend) ran from Ternopol southward to Chortkov (Chortkov), (Csorthkov) and also to Bachach (Baczacz). These were classed as highways. 25X1</li> <li>2. The subbase of the roads consisted of black fertile soil. There it was approximately 50 centimeters deep, under which there was clay. The road foundation consisted of crushed stones. The top layer was of paved stones surfaced with sand. 25X1</li> <li>3. The roads were over eight meters wide. They were constructed during the Austrian regime and were designed for heavy usage. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the roads. They were periodically inspected and maintained by assigned work crews. The terrain through which these roads ran has uphill and downhill grades. 25X1</li> <li>4. A loose-surfaced, all-weather road (No 903 on legend) ran from Ternopol southwest to Kosova, and another from Ternopol southeast to Skalat, Sorotsko and Trembovlya (Trembovls), (Tarebovlya). Another loose-surfaced, all-weather road (No 903 on legend) ran from Ternopol northward to Berezovitsa Mala, then it went southeast to Zbarazh and from Zbarazh southward to Ternopol.</li> <li>5. The foundation of the roads consisted of crushed stones. The top layer was of crushed rock surfaced with sand. They were constructed and designed for heavy usage. The loose-surfaced, all-weather roads were over eight meters wide. They were crowned for easy drainage and drainage ditches ran along both sides of the roads.</li> <li>6. A number of loose-surfaced, dirt roads (No 935 on legend) ran in the vicinity of Igrovitsa, Kolodno and Zbarazh. These villages and towns were located northwest, north and northeast of Ternopol. More loose-surfaced, all-weather roads (No 925 on legend) ran in the vicinity of Koslov, Ladychin and Zastere. These were located west, south and southeast of Ternopol.</li> </ol>			
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7. The dirt roads were approximately three to five meters wide. They were considered to be primitive dirt roads. The dirt roads had a natural black surface that due to decomposition, in some areas the top layer of the roads consisted of gravel and sand which was put on by the farmers and villagers.
8. During the spring thaw or rains, these roads became potholed, deeply rutted and slushy. In summer when it was dry or in winter when the ground was frozen, the dirt roads could bear heavy traffic. The roads were not covered for footings.

✓ In file in CIA Map Library is an Eastern Europe map, scale 1:250,000, Series 8700, Map 7 of four, Poland, indicating the various roads with legend. ~~UNCLASSIFIED~~

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